

FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

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Prowlers reach 3,000 flight hours



An EA-6B Prowler with Marine Tactical Electronic Warfare Squadron 2, Marine Aircraft Group 16 (Reinforced), 3rd Marine Aircraft Wing (Forward), sits still after a flight at Al Asad, Iraq, June 18th. The squadron reached the milestone of 3,000 mishap-free flight hours July 13. SEE RELATED STORY, page 6. Photo by Cpl. Jonathan K. Teslevich

VMGR-352 refuels first Osprey

Story and photos by
Lance Cpl. George J. Papastrat

MCAS Miramar Combat Correspondent

MARINE CORPS AIR STATION MIRAMAR – 3rd Marine Aircraft Wing participated in its first aerial refueling of the MV-22 Osprey during training in Southern California Aug. 29.

The Osprey was refueled by a KC-130J from Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd MAW.

The MV-22 Osprey is a tilt-rotor aircraft that takes off and lands like a helicopter, but flies like a plane. The Osprey has a 38-foot prop rotor and an engine/transmission nacelle mounted on each wing tip, allowing it to operate like a helicopter for take-off and landing purposes. Once in the air, the Osprey's engine nacelles rotate forward 90 degrees and convert the aircraft into a high-speed, high-altitude, fuel-efficient turbo-prop aircraft.

The Osprey, from Marine Tilt-rotor Test and Evaluation Squadron 22, MCAS New River, N.C., trained in the Kane West Military Operational Area to test



The MV-22 Osprey from Marine Tilt-rotor Test and Evaluation Squadron 22, Marine Corps Air Station New River, N.C., receives fuel from a KC-130J Tanker plane from Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, Aug. 29. This is the first time the squadron performed an aerial refueling of the new Osprey.

their new retractable refueling probe in conjunction with the ramp-mounted weapon system, according to Capt. Adam N. Barboka, pilot, VMGR-352.

It was a big day for VMGR-352. Being the first aerial refueling of the Osprey with the KC-130J tanker from the 3rd MAW meant there was no room for error.

"Everything went very smoothly considering it was the first time in the squadron this had been done," said 1st Lt. Mike Proctor, a pilot with VMGR-352.

"The whole crew functioned as a unit and it was a great experience."

Aboard the first flight was also the commanding officer and sergeant major of the squadron.

"The mission went great," explained Lt. Col. Robert P. Cote, commanding officer, VMGR-352. "It was a standard aerial refueling mission."

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FLIGHT JACKET



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Suicide awareness critical for Corps

Editor's note: The following information was compiled from the Marine Leaders Guide at www.usmc-mccs.org.

Suicide is the second leading cause of death in the Marine Corps. Even one death by suicide is too many. It is a tragic and preventable loss, causing untold grief to loved ones and units, and is of highest concern to the public, legislators, the Commandant, and all Marines. In addition, suicide and suicidal behavior at all levels can take a tremendous toll on the readiness and resources of the unit involved. For all these reasons, suicide awareness, prevention, and intervention must be of highest priority to all Marines, and especially Marine leaders.

The Marine Corps sees suicide prevention as the responsibility of the entire Marine Corps community. Each of us, as fellow Marines, family members, and friends, is responsible for encouraging those who are troubled to seek help while their problems are still small, before they affect their relationships, work performance, career, mental health, or desire to live. Thus, suicide is prevented in your unit by addressing quality of life concerns and watching for "red flags" on a daily basis. Watching out for each other helps keep us ready to serve. The following information is designed to inform you of specific issues regarding suicidal behavior, what to do about it, and available resources to help your Marines be as men-

tally healthy and resilient as possible. The goal is to decrease the likelihood of suicidal behavior within your unit.

Risk factors are those things that increase the probability that difficulties will turn into serious behavioral or physical health problems. The presence of risk factors does not automatically mean someone will become suicidal, but it raises that risk. The following risk factors have been associated with suicidal behavior:

- History of previous attempts.
- Immediate access to a weapon.
- Relationship problems.
- Financial problems.
- Current or pending disciplinary or legal action.
- Substance abuse.

Marines who attempt or commit suicide may face problems they feel can't be resolved. Unit members who are at an increased risk for suicide present a significant challenge for leaders. Because those who are truly suicidal often keep their suicidal thoughts to themselves, effective suicide prevention requires everyone in the unit to be aware of the risk factors for suicide and know how to respond.

Marines may be reluctant to seek help because of fears that such help will negatively impact their careers. Unfortunately, this often means a Marine in distress delays seeking help until the problem becomes so big that it affects their behav-

ior both on and off duty.

The main approach to suicide prevention in the Marine Corps is through annual command suicide awareness training for all Marines (MCO P1700.29 paragraph 1005.1.a.). Commands have a variety of resources available to them, including the training kit, "Suicide Prevention: Taking Action, Saving Lives," which is designed so that any leader can give the presentation.

The kit includes an 18-minute video with real life scenarios on a wide variety of issues. It also includes a suggested lecture, transparencies, and answers to frequently asked questions about suicide. The kits were originally distributed in October 2000, but can still be ordered free of charge through the Defense Visual Information Web site at <http://trol.redstone.army.mil>

Suicide prevention must go beyond just training by recognizing and responding appropriately when suicidal signs and symptoms are evident.

The key to suicide prevention is to increase the protective factors and to decrease the risk factors.

We are not just focusing on eliminating negative factors, but also on increasing positive factors that will improve the quality of life for Marine Corps members.

As a Marine Corps leader, whether enlisted or officer, you contribute to the presence of these factors.

Commander posts EO guidance

Editor's note: The following is the policy statement of equal opportunity and sexual harassment posted by Col. Christopher E. O'Connor, commander of Marine Corps Air Station Miramar.

The Marines, sailors, and civilian Marines of Marine Corps Air Station Miramar stand ready to accomplish any assigned mission. We stand ready as a Team, working together, to ensure the air station succeeds in all endeavors.

To make certain that nothing detracts from our ability to work together as a Team, discrimination with regards to age, race, color, gender, national origin or religion to include sexual harassment will not be tolerated.

Marines, sailors, and civilian personnel should treat one another as they would like to be treated. I expect each and every one of us to follow this creed, as well as uphold the Marine Corps' core values of honor, courage, and commitment.

Anything less will impede our ability to perform our mission.

If a Marine, sailor, or civilian personnel feels they have been subject to discrimination or harassment, they should attempt to work it out informally, using the Informal Resolution System.

If they are unable to resolve the problem by discussing the offensive behavior with the offender, or if the behavior continues, or is criminal in nature, they should immediately report it formally using the preferred method of Request Mast via the chain of command.

All complaints will be handled in an expeditious manner. All Equal Opportunity violations should be reported without fear of reprisal or retribution. If discrimination or harassment exists, the perpetrators will be held accountable for their actions.

The Equal Opportunity Advisor for MCAS Miramar is Gunnery Sgt. Ronald Cherry. He can be reached at 858-577-1269.

Miramarks

What do you do to prepare yourself for a PFT?



Maj. Stefan Maroudis
Operations Chief
MAG-11

"I don't work out two to three days before the PFT so I am well rested."



Staff Sgt. Lidia Rodriguez
Personnel Chief
Reserve Support Unit

"I eat pasta, drink water and stretch for at least an hour the night before. I also focus on breathing during the run."

Briefs

Communication workshop

The Environmental Management Department, Marine Corps Air Station Miramar will be hosting the Health and Environmental Risk Communication Workshop.

This three-day course provides attendees with basic knowledge and tools to effectively communicate risk and risk management issues to stakeholders of diverse interests.

Personnel eligible to attend include military and civilian personnel responsible for communicating environmental risk management issues to the public, regulators and/or media stakeholders including remedial project manager.

The course schedule will be Nov. 28 to Nov. 30. For more information, contact 577-1108.

Free kids deployment kits

Thanks to Sesame Workshop, Wal-Mart, the New York State Office of Mental Health and the Military Child Education Coalition, a new deployment support resource now exists to support military children.

The new, FREE “Talk, Listen, Connect” bilingual deployment support kit includes: a Sesame Street DVD, a Parent/Caregiver Magazine and a children’s activity poster. To order, call 1-800-730-3805, or go online to <http://militaryonesource.com>. Bulk orders are available through military OneSource to military organizations such as child development centers and family readiness groups. All materials may also be downloaded at <http://sesameworkshop.org/tlc>.

Day For Kids

Join the celebration and make time to bring a special child to the Miramar Youth and Teen Center’s Day for Kids event Sept. 16 from 1 to 4 p.m. at the Mills Park, Marine Corps Air Station Miramar.

For more information, contact 577-4708.

Pro-Am Golf Tournry

The Century Club of San Diego is hostin six Marines in the San Diego Area to play in the Buick Invitational Pro-Am on Saturday, January 27, 2007 and the Torrey Pines North Golf Course. In order to qualify to play in the Pro-Am, players must make the cut at the qualifying tournament at Miramar on December 1, 2006. The top six net scores will qualify to play in the Pro-Am. Interested players ust have a valid handicao of 21 or less and register no later than Nov. 22.

For more information, contact he Miramar Pro Shop at 577-4155.



A MV-22 Osprey from Marine Tilt-rotor Test and Evaluation Squadron 22 flies over the Kane West Military Operational Area during an aerial refueling mission Aug. 29. The flight was the first time Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, used the new KC-130J tanker plane to refuel the Osprey.

Miramar Marines head to Iraq

Story by Lance Cpl. George J. Papastrat
MCAS Miramar Combat Correspondent

MARINE CORPS AIR STATION MIRAMAR – It was an early morning Sept. 4 at Marine Corps Air Station Miramar, when approximately 230 Marines and sailors from 3rd Marine Aircraft Wing deployed from the air station to Iraq.

Service members with Marine Wing Support Squadron 373, Marine Wing Support Group 37, Marine Unmanned Aerial Vehicle Squadron 1, and Marine Light Attack Helicopter Squadron 367, deployed to Central Command Area of Operations in support of Operation Iraqi Freedom.

Third MAW is the aviation combat element of the 1st Marine Expeditionary Force and will remain deployed for the next seven months.

“I am ready to do some great things in the Marine Corps,” said Sgt. Maj. Wallington Sims, sergeant major, MWSS-373. “I am ready to do what the Marine Corps does best, go to war for during what looks to be a great deployment.”

For many Marines and sailors with MWSS-373 this is not their first deployment, but their second or third time deploying to Iraq.

“This is my second time deploying,” said Cpl. Jorge Franco, warehouse clerk, MWSS-373. “I have already left my wife, Constance, once for a deployment, and now I am going to do it again.”

Franco, a father of a two-and-a-half year-old daughter, Alyssa, and his wife are also expecting a second child within the next two months.

“I wish that I could see my son being born, but it will be a nice present to come home to,” explained Franco.

Marines from the squadron are going to be more familiar with what is going on during this deployment, explained Lt. Col. Daniel Ermer, commander, MWSS-373.

“The first time a Marine deploys, it’s hard to leave their family,” he added. “With more deployments, it becomes easier.”

With the war in Iraq still going on today, Ermer believes America is still staying

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“It was virtually identical to a fixed wing aerial refuel mission only this time it was an Osprey,” Cote said. “The crew performed flawlessly.”

Safety is always the primary goal of any flight mission, and whenever the crew is practicing something for the first time, it is absolutely vitalaccording to Cpl. Adam Palmer, loadmaster, VMGR-352.

Palmer is responsible for both aircraft involved in the refueling, ensuring they are doing proper procedures and maintaining safety. It is the loadmaster’s job to make sure nothing goes wrong. They watch out the windows to ensure the aircraft are refueling safely and relay information to the pilots.

“As long as everyone feels comfortable, I am willing to try anything,” explained Cote during the pre-flight brief. “This was all learning for us.”

In the eyes of Proctor, VMGR-352 made history Aug. 29 with this mission.

“It was a great experience and opportunity,” Proctor said. “I’m sure (Osprey refueling) will be done a lot in the future, but it was great to be one of the first.”

strong.

“Every time I go home to hometown America there is always someone who says thank you,” Ermer said. “America is very supportive.”

UAV provides aerial combat surveillance

Story by Cpl. James B. Hoke
3rd MAW Combat Correspondent

AL ANBAR PROVINCE, Iraq – There isn’t a whole lot of jobs that can go unmanned on the battlefield, but one of the more significant jobs for the Marine Corps is completed by an unmanned aerial vehicle.

Operated by Marines and civilians with Marine Unmanned Aerial Vehicle Squadron 2, Marine Air Control Group 38 (Reinforced), 3rd Marine Aircraft Wing (Forward), the ScanEagle has provided the Marine Corps with aerial surveillance since 2004 for the troops on the ground.

“It’s a joint Boeing and The Insitu Group project, and we are on a service contract for the Marine Corps,” said Bud Stallman, field service representative for Boeing. “The ScanEagle is a small, autonomous remote-control airplane with a stabilized camera. It generally flies itself, but we have operators to tell it where to go.”

The ScanEagle’s long-endurance capabilities and small size make it the ideal plane for aerial surveillance, according to Stallman.

“It’s one of the smallest UAVs to have a stabilized video camera in it,” said the Wentzville, Mo., native. “With the engine it has, it can stay in the air, orbiting a cer-

tain point for up to 15 plus hours. “The small size makes it stealthy,” he added. “It’s very difficult to detect by enemy forces. We can be over a place for a long amount of time and gather (details), and they’ll never know that we were there.”

The ScanEagle is launched by Insitu’s patented “SuperWedge” launcher, which is a pneumatic wedge catapult system. Then a 50-foot-high pole called the “Skyhook” retrieves it.

“Using the (global positioning system) antenna, the aircraft comes in and finds the rope on the ‘Skyhook’ itself,” Stallman said. “There is a hook on the end of the wing, and when it touches the rope, the rope slides down the wing and latches into the hook. The aircraft will just hang there.”

The retrieval of the aircraft can be somewhat intense, as it brings the aircraft from its minimal speed to a dead stop in less than a second.

“Because the capture can be so violent on the aircraft, we have to make sure all surfaces on the aircraft are undamaged,” said Jason C. Breedlove, a field service representative for Boeing and native of Phoenix. “Sometimes in high winds we have trouble maintaining stability on the aircraft. We want to make sure we bring it down safely.”



Tim Hall carries a ScanEagle to put it away after retrieving it from a flight with the ‘Skyhook’ in the Al Anbar Province of Iraq, Aug. 17. Hall is a field service representative for The Insitu Group and is currently on a service contract for the Marine Corps, flying aerial surveillance missions over Iraq for the troops on the ground. He is one of the main operators and maintainers of the ScanEagle for Marine Unmanned Aerial Vehicle Squadron 2, Marine Air Control Group 38 (Reinforced), 3rd Marine Aircraft Wing (Forward). Photo by Gunnery Sgt. Chad McMeen

Able to fly more than 15 hours, the ScanEagle can provide consistent coverage for the troops on the ground.

“You are talking about nine to 11 hours of video per day, plus whatever imagery I can pull off of that,” said Sgt. Richard M. Evans Jr., imagery analyst, VMU-2. “We also have multiple planes up at one time, and we have numerous sites.”

The ScanEagle is the future of Marine Corps warfighting, according to Evans, a

28-year-old Flanders, N.J., native. “Most of the units that we support are a little upset if there is a day that they don’t get us,” concluded the Mount Olive High School graduate. “It’s an easy way for the troops on the ground to look around that corner without having to hop up and look around it. We are their eyes. We can see a broader picture of a city or an area that they might not be able to see. It’s definitely become a main asset for the United States Marine Corps.”

Crew chiefs; pilot’s sixth sense

Story and photo by Lance Cpl. Scott T. McAdam Jr.

MCAS Miramar Combat Correspondent

CH-46E Sea Knight pilots have a responsibility to accomplish the mission and bring their helicopters back to the hangar in one piece. Like a pilot’s “sixth sense,” crew chiefs help keep an “eye” on the helicopter and its surroundings.

According to Sgt. James A. Franks, crew chief, with Marine Medium Helicopter Squadron 163, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, the main mission of a CH-46E crew chief is to assist with troop transport, cargo loading, and aircraft maintenance. They also look for any potential dangers the aircraft may come into contact with and help the pilot with anything he needs.

Franks has been on three deployments with the 31st Marine Expeditionary Unit and chose to be a crew chief because his recruiter asked if he would like to fly and it seemed like it would be a cool experience.

To become a crew chief, Marines are required to attend three different schools: the Naval Aircrew Candidate School in Pensacola, Fla., Mechanics School in New River, N.C. and Aircrew Training Squadron Marine Medium Helicopter Squadron 164 located at Marine Corps Base Camp Pendleton, Calif.

“I love my job,” said Franks, a Houston native. “I wake up and go flying everyday; it doesn’t get much better than that.”

However, flying everyday is not without its own challenges. Flying in the pitch black desert without a moon can be a test, not only to the pilots flying, but the crew chiefs who have to help pick landing points as well as guide the pilots to the ground.

“One of the hardest parts of this job is not only

watching out for the dangers we face in the aircraft, but also training the newer crew chiefs to be proficient enough to be on their own,” said Sgt. Anthony R. Henriquez, crew chief, HMM-163. “An important part of training the new Marines is not only making sure you cover all of the points you need to, but also letting them know what they did well and what they need to work on.”

Henriquez joined the Marine Corps not only because his father was in the Corps, but because he was looking for a challenge.

“I wanted to be a part of the best fighting force in the world,” Henriquez, a Bullhead City, Ariz., native, said. “I enjoy flying because it is not a routine thing, it changes; we can go out and practice Ground Threat Reaction, then later the same day practice aerial gunning.”

From July 31 to Aug. 4, HMM-163, the “Evil Eyes”, had a five-day deployment to Marine Corps Air Station Yuma, Ariz., to train the aircrew on GTR. During the deployment, the crew chiefs had the opportunity to provide various training for the newer Marines.

“What I would like the newer crew chiefs to take away from this training is that their decisions are not always pilot-based and there isn’t always enough time for pilots to make a decision,” Henriquez said. “It falls on the crew to make the right choice. When you can do that, it is a display of one of the 14 leadership trait’s the Marine Corps tries to instill in Marines: initiative.”

Crew chiefs are a vital part of the aircrew and are a component of the team that pilots appreciate.

“I’m happy to be alive, thanks to our crew chiefs,” said Capt. Ivan Beiarano, pilot, HMM-163. “Sgt. Henriquez alone has saved my life on numerous occasions.”



Cpl. Bradley W. Hussey (left), and Sgt. James A. Franks (right), watch over a CH-46E Sea Knight on the flight from Marine Corps Air Station Miramar, Calif. to MCAS Yuma, Ariz., July 31. Marine Medium Helicopter Squadron 163 went on a five-day deployment to MCAS Yuma to practice Ground Threat Reaction training.

Some of the “Evil Eyes” crew chiefs are not only flying missions day and night, but also take the second job of conducting training on the ground.

“We have one crew chief who performed exceptionally during our deployment to Yuma,” said Lt. Col. Brent Willson, commanding officer, HMM-163. “Cpl. Bradley W. Hussey not only conducted excellent training on the ground, but flew day and night; it’s because of Marines like him that we always get the job done.”

The motto for the “Evil Eyes” is: A tradition of excellence. The crew chiefs are an example of upholding that tradition.

Prowler squadron sets flight-hour milestone

Story and photos by
Cpl. Jonathan K. Teslevich

3rd MAW Combat Correspondent

AL ASAD, Iraq – More than 30 years have passed since the first EA-6 Prowler flew into combat during the Vietnam War. Today, it continues to provide lifesaving electronic warfare support to U.S. service members during Operation Iraqi Freedom.

Marine Tactical Electronic Warfare Squadron 2, Marine Aircraft Group 16 (Reinforced), 3rd Marine Aircraft Wing (Forward), reached the milestone of 3,000 combat flight hours during a mission high above the Iraqi desert in Al Asad, July 13.

According to the official Marine Corps fact file, the Prowler is normally assigned to assault support and attack strike missions in hostile territory. The Prowler's mission is to defeat deadly anti-aircraft systems and collect electronic data on the battlefield.

The Prowler dominates the electronic battle field and the safe return of thousands of aircraft and crews makes obvious the need to field the aircraft. The EA-6B exhibited its abilities during conflicts in the Middle East and Balkans, where aircraft losses were much lower when it was in the air.

While the capabilities of VMAQ-2's Prowlers may be unmatched in the aviation world and though the squadron recently made its own entry in the history books, they might as well be 34,000-pound paperweights without the Marine maintainers and aircrews who keep the "Death Jesters" airborne daily.

"This is a really old aircraft. It is amazing



Maintenance Marines with Marine Tactical Electronic Warfare Squadron 2, Marine Aircraft Group 16 (Reinforced), 3rd Marine Aircraft Wing (Forward), begin a post-flight inspection of an EA-6B Prowler at Al Asad, Iraq, June 18. The "Death Jester's" wrench turners were a critical force behind the squadron reaching a 3,000 flight hours milestone July 13.

we can fly the amount of flight hours that we do," said Capt. Mark S. Gombo, an electronic countermeasures officer and Purke, Va., native. "The amount of maintenance hours is unbelievable, but the fact is, we continue to fly this airplane. I am and a lot of others are impressed with the people who built this airplane and those maintaining it."

The engineers and assembly line workers at Grumman Aircraft Corporation, which manufactured the EA-6B, were commended by several VMAQ-2 Marines for their quality design and construction.

However, the people receiving the most praise from their superiors in the squadron are the "Death Jesters" maintainers.

"The maintenance department has busted their butts, adapted and overcome supply issues, a nonstop flight schedule and a difficult work environment," said Gunnery Sgt. Jonathan L. Falcon, maintenance control chief and a Fayetteville, N.C., native. "These aircraft were left here by VMAQ-1 and have been in Iraq for nearly a year, flying in a sandy environment that is not good for them. I'm not surprised though that (the Prowlers) go up. It all goes back to the maintainer."

Although the maintainers take pride in the recent milestone, safety has been the focus of their efforts.

"I try to do everything as safely as possible and follow all the publications and guidelines, because there's no point in accomplishing 3,000 flight hours if someone gets hurt along the way," said Lance Cpl. James R. Elmore, a power plants mechanic and Houston, native. "I imagine that any aircraft takes a lot of work, but to accomplish 3,000 hours with this one, means a lot to me. I always sit down to watch them take off, and it's a good feeling to watch something I put a lot of work into go in the air."



Cpl. Christopher D. Bland (right) instructs Lance Cpl. Joseph C. Williams on how to do a post-flight inspection of an EA-6B Prowler belonging to Marine Tactical Electronic Warfare Squadron 2, Marine Aircraft Group 16 (Reinforced), 3rd Marine Aircraft Wing (Forward), at Al Asad, Iraq, June 18.



Cpl. Christopher D. Bland leans out of the cockpit of an EA-6B Prowler belonging to Marine Tactical Electronic Warfare Squadron 2, Marine Aircraft Group 16 (Reinforced), 3rd Marine Aircraft Wing (Forward), at Al Asad, Iraq, June 18.

Rappelling's fun with HMM-161

Story and photos by Lance Cpl. George J. Papastrat

MCAS Miramar Combat Correspondent

The military has been using helicopters to insert troops into combat zones for decades.

Even when the helicopter cannot land, troops still need to find a quick way out of the helicopter and into the action.

Marines from Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, supported a rappelling training mission Aug. 30 at Marine Corps Base Camp Pendleton, Calif.

The rappellers were Marines from 1st Marine Division School, Camp Pendleton, and this was their first time training as Helicopter Rope Suspension Training masters, explained Sgt. Jesse Jordan, HRST Instructor, 1st Marine Division.

“We are conducting training for these Marines to become HRST masters in the Fleet Marine Force,” Jordan said.

“The purpose of the course is to teach these Marines how to rig a helicopter for fast roping and rappelling,” said Sgt. Nathan Blackwell, HRST Instructor, 1st Marine Division.

The HRST master course is a three week, in-depth course that emphasizes the specific needs concerning the insertion and extraction of Marines from tight spaces, using either fast roping or rappelling.

The first week is devoted toward classroom instruction that, providing familiarization with the knots and rigging systems used.

The second week is when they put their skills to test and are evaluated on the rappel tower.

Air week, which is the final week, is where the Marines had their first practical application from the helicopter instead of a rappel tower.

“The students did great for their first time rappelling out of the helicopter,” Blackwell said.

The HRST students weren't the only ones getting some good training. The flight crew benefited just as much as the ropers.

“(Rappelling) is one of the many missions that we need to practice in order to maintain our proficiency and successfully deploy ground troops in areas we might not be able to land in,” said Capt. Joe DiMambro, pilot, HMM-161. “Our job in the mission is to keep a stable platform for the ropers and maintain the safety of the aircraft and everyone on board.”

The safety of the crew and pilots is up to the crew chiefs, explained Sgt. Nicholas Robinson, crew chief, HMM-161.

“In this type of mission, it's our job to ensure the pilots have a steady hover and are not drifting around the drop point,” Nicholas said.

“We were supporting the ground unit and success is



A Marine from 1st Marine Division School, 1st Marine Division, jumps out of the 'hell hole,' an opening in the bottom of a helicopter, Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, supported this training mission Aug. 30.

based on them meeting their goals,” said Capt. Mateo Salas, pilot training officer, HMM-161.

“We do this training about a half dozen times a year,” DiMambro said. “The training went great for both the aircrew and the ground troops.”



The 'break' is the only thing that stops a Marine from speeding down the rope while rappelling. Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing supported a rappel training mission Aug. 30.



A Marine from Marine from 1st Marine Division School, 1st Marine Division, is lowered out of the 'hell hole' prior to rappelling from the back of a CH-46E Sea Knight. The CH-46 was from Marine Medium Helicopter Squadron 161, Marine Aircraft Group 16, 3rd Marine Aircraft Wing.

Preparing for a PFT

Story by Lance Cpl. Taylor Poulin
MCAS Miramar Combat Correspondent

The Marine Corps physical fitness test is one aspect in the Corps that keeps Marines strong. Marines constantly train and work for a higher score on this test. Scoring high on this test not only better their chances of being promoted, but it also keeps the Marine healthy and motivated for his daily workload.

There are various ways that a Marine can train for a PFT. Running, lifting weights and constantly exercising are just a few ways to train.

Every Marine is different and so are their workout plans. Some Marines are looking for new ways to test themselves and train to the best of their abilities.

Running everyday may benefit some Marines, but, breaking up a weekly routine with some different cardiovascular exercises strengthens the lungs and other parts of the body that wouldn’t always be exercised during a running workout.

Riding the mechanical bicycles will make the hamstrings, quadriceps and glutes tight and strong for more strength behind strides in a run. Using a stair machine will also work the same muscles with the added benefit of an incline. An incline workout will make running with out an incline seem like a breeze.

“I use to run every day and I was always hurting some muscles in my legs,” said Cpl. Craig Hannum, data technician, Marine Corps Air Station Miramar. “I use cardio a little more during my workouts and now I have strengthened those muscles and it makes running easier.”

Pull-ups and the flex armhang are arguably the most crucial part of a PFT. Every pull-up is worth five points and knocking out the 70 seconds on the bar

is an easy 100 points already added to the score for female Marines.

There is no way around it; the best way to advance in pull-ups is to do pull-ups. Pyramids, with push-up intervals is one way to exercise different muscles during a pull-up workout. The object when you train for pull-ups, is to tire yourself and still pull-up so when you are well rested, pull-ups will be easy. Try running before pull-ups and then on the PFT, switch back to pull-ups first.

Training in the gym can also help your pull-ups. Working out your upper back can enhance your ability to pull. Triceps, biceps and forearms are a main part of the pull-up. Strengthen them, and you will do more pull-ups.

The abdominals are the one part of the body that recovers the fastest from working out. Various types of ab workouts will help crunches. Control your breathing when crunching and take your time. Crunching is not a race, especially before your run.

If you crunch quickly and have 30 seconds left on the timer, you risk the possible chance of hurting yourself before the run. Slow it down, keep a nice easy pace that will get you 100, but in a calm, slow manner.

“It looks real cool when you finish first out of everyone,” said Cpl. Forrest Allen, data technician, Camp Pendleton, Calif. “But slowing it down will help you in the long run. You don’t feel tight and there are no cramps for the run.”

To train for a PFT it is easier if you train all the time. It gives you an advantage when there is a test coming up because you’re already prepared. Strategy is a key factor in a PFT. Every Marine needs to come up with their own winning strategy.

Tips for a better PFT

Pull-ups

•**Pyramids** - Start with a set of five pull-ups and move down to one. Do 20 push-ups in between each pull-up set.

•**Rows and curls** - Depending on which way you do your pull ups, rows and curls can help. For forward-hand pull-ups, sit-down rows will work and strenghten your back. For back-hand curls will work and strengthen your biceps.

Crunches

•**Bicycle crunches** - Bicycle crunches are an intense abdominal workout. They are done in the standard crunch position with your hands behind your head. While crunching, alternate touching your elbow to the opposite knee.

•**Practice** - Do a variety of different abdominal workouts in the gym, whether using a machine or lying down and crunching.

The Run

•**Run outside** - Running inside on a treadmill is very different than actually running outside. Run the PFT course to get used to it.

•**Change your routine** - Running all the time may not be the best way to train. Try breaking up your weekly running workout with a different cardio exercise. The on-base gyms offer classes such as Cycle Burn and aerobics that can add variety to your workout and improve endurance, plus they’re free.

AROUND THE CORPS



CAMP HANSEN, OKINAWA, Japan – Military Police with Marine Corps Base Camp Butler Provost Marshal's Office unleash 9 mm rounds down range at range 17 on Camp Hansen while Sgt. Eddie Tesch, MP, PMO and chief instructor for the training, observes their performance. The MPs performed several mock pistol qualifications. The training was intended to increase the pistol proficiency for MPs who have scored low when qualifying, according to Tesch. *Photo by Lance Cpl. David Rogers*



CAMP HANSEN, OKINAWA, Japan – Corporals Course students fire M-1014 Joint Service Combat Shotguns at the Central Training Area Aug. 8. Headquarters and Service Battalion, Marine Corps Base Camp Butler, recently added practical application weapons and urban warfare training to their Corporals Course curriculum. Corporals Course is a professional military education program for Marine corporals that places emphasis on basic leadership skills and knowledge of general military subjects. The weapons training emphasized improving basic marksmanship skills and taught service members how to properly use other weapons. Students fired the M-16A2 service rifle, M-9 pistol and the M-1014 Joint Service Combat Shotgun. *Photo by Lance Cpl. Kevin Knallay*



CAMP HABBANIYAH, Iraq – Military-working dog handlers assigned to 3rd Battalion, 2nd Marine Regiment, train their dogs on attack techniques at Camp Habbaniyah, Iraq, Sept. 1. The group works side-by-side with other Marines to take a bite out of insurgency during various combat operations. All Marines are currently serving a seven-month deployment in the Habbaniyah area under Regimental Combat Team 5. The Marines are taking along man's best friend, military-working dogs, to assist in combat operations. The canines are running, crawling and even braving insurgent fire right alongside their Marine handlers. *Photo by Lance Cpl. Ray Lewis*

Announcements



Is this your Talon?

The above vehicle has been marked for impound by the Provost Marshal’s Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots. Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, and abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice. For more information, call 577-4139.

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information call 577-1461.

Vehicle:	License:
Mitsubishi Eclipse	CA#5DAX061
Honda CX	CA#5ERW727
Suzuki GSXR	CA#17E7224
Ford E350	CA#4LNX778
Motorcycle Trailer	VA#CT497383

Miramar Movies

The Bob Hope Theater is located on Elrod Ave. and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to www.mccsmiramar.com.

Friday:
6:30 p.m. John Tucker Must Die (PG-13)
9:00 p.m. My Super Ex-Girlfriend (PG-13)

Saturday:
6:30 p.m. The Guardian (PG-13)
9:15 p.m. *Clerks 2 (R)

Sunday:
1:00 p.m. Monster House (PG)
6:30 p.m. *You, Me and Dupree (PG-13)

Wednesday:
6:30 p.m. Miami Vice (R)

Thursday:
2:00 p.m. The Ant Bully (PG)
6:30 p.m. *My Super Ex-Girlfriend (PG-13)

* Indicates the last showing for that film.

Halo 2 tournament

The Great Escape presents the Halo 2 Tournament of ‘06. The tournament will take place Sept. 23 at 11 a.m. at the Great Escape. First place team members will receive \$50 Best Buy Gift Cards for each player.

For more information and a registration form contact, 577-6171.

Religious Services

The Chaplain’s Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist

Wednesday:
7 p.m. Baptist service

Monday-Friday:
11:30 a.m. Roman Catholic daily mass

Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

Out of the Darkness

The American Foundation for Suicide Prevention will be having an “Out of the Darkness” suicide prevention walk Oct. 29 in Balboa Park, San Diego. By walking in AFSP’s community walks, you will be walking with thousands of people nationwide to raise money for the program’s vital research and education to prevent suicide and save lives.

For more information contact, <http://www.outofthedarkness.org>.

9/11 Freedom Walk

The San Diego America Supports You Freedom Walk is being held on Sept. 11 at 9 a.m. and participants will walk continuously until 11 p.m. in Balboa Park. This year marks the five-year anniversary of the tragic events at the Pentagon, the Twin Towers and Shanksville, Pa. The purpose of the walk is to establish a national tradition to reflect on the lives lost on Sept. 11, renew our commitment to freedom and the values of our country and honor our veterans, past and present. If you want to volunteer at the run, call Aurora at 866 424-5210. Walkers can register <http://www.operationhomefront.net/sandiego>.